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71 BERETANIA

SMALL MANUFACTURERS ON HAWAII ASK PLANTATIONS BE TAXED, TOO

Think Making of Sugar Ought to Be Included Under Section of Act

[Special Star-Bulletin Correspondence]

HILO, Aug. 5.—That the sugar plantations should pay the tax of \$10.50 imposed on all other manufacturers of foodstuffs and also be required to comply with the other provisions of the law, such as screening, concreting the floors and building a wall four feet high is the statement made by some of the smaller manufacturers of butter who are kicking against the tax being imposed on them while the plantations do not have to pay it.

The butter makers are relying on the direct reading of the act which is as follows: "Section 1. No person shall manufacture, compound or otherwise prepare, any confections, cakes bread stuffs or other food products intended for sale, and for human consumption in any shop or premises without first obtaining a license."

The act then goes on to relate what such persons must do in addition to paying their license and states that they must among other things keep their premises in a good sanitary condition in accordance with the law and orders of the agent of the board of health. These orders of the health board are familiar in connection with the light recently thrown on the sale

and manufacture of poi and which call for concrete floors and other accessories.

In section four the act states that the manufacture of poi and paiai shall not be included in this.

County Attorney Beers when asked for his opinion on the matter stated that he did not think the intention of the act was to include the manufacture of sugar and that the county treasurer would not have the power to collect the tax for the license.

The butter makers on the other hand argue that if the act had not intended that sugar manufacture should come under this head the fact would have been stated in section four and that as the act stands at the present time it includes everything.

The agitation is only in its initial stages at the present time but it was stated this morning by one of the butter makers that if the plantations were not forced to pay their license that he would not pay his and would make a test case in order to see which way the courts would construe the law.

The matter is arousing the greatest interest throughout the town as the small manufacturers have an idea that they are being imposed on. While demanding that the plantations should pay the tax they are not, however, demanding that the full provisions of the law such as screening the mills and putting in concrete floors and other things ordered by the health board in their own cases should be enforced.

CAPTAINS WALK OUT

(Continued from Page 1)

may now exist will soon be adjusted," was the concluding remark made to a Star-Bulletin representative in response to a query as to what action the steamship company proposed to take in the matter.

The masters and mates in individual groups about the shipping district declared today that they propose to stand firm in the contention for better pay.

During the morning hours a series of important conferences was held, in which the executive committee of Honolulu Harbor No. 55, to which all inter-island skippers and mates belong, and the management and directors of the inter-island participated.

Five steamers are at present tied up, and judging from the determination of both the steamship company and the officers, they may not depart on their regular runs to the island ports.

The steamer Waiwale was to have sailed for Honolulu, Kukuhaele, Paauhau and Kaaanapali at ten o'clock this morning with a large freight and some later mail. The vessel was loaded with cargo yesterday and made ready for a prompt dispatch. Captain Carlson with his two mates obeying the mandate issued from headquarters, refused to take the vessel out and she still lays at her wharf with steam up and crews aboard.

Freight for Kawaihae, Mahukona, Kipahulu and Makalua was going in to the steamer Iwaleani this morning, but Captain Pitts and his mates were not on hand, but were enrolled with the strikers. The Iwaleani was scheduled to depart at noon.

United States mails are under contract with the inter-island dispatched for Kaula ports each week in the steamer Kinau, that is on the boards to get away for the Garden Island at 5 o'clock this evening. The Kinau is being supplied with a large general cargo, and at the booking office fifty or more cabin passengers are to leave for the neighboring island in the Kaula liner.

The steamer Mikahala, plying between Honolulu and Maui, Molokai and Lanai ports is also on the list to sail at five this evening with general cargo, United States mails and passengers. This vessel is commanded by Captain Tullett, one of the "oldest" masters in the service. Captain Tullett, like his brother officers, was conspicuous by his absence at the wharves today.

Strike was Sure and Sudden.

The flagship Mauna Kea from Hilo via way ports steamed into the harbor at daylight this morning, and Captain "Dad" Freeman with his three mates left the vessel very quietly and went their way toward town.

The Kona and Kau liner Kilauea from windward Hawaii ports was also an early arrival and no sooner had this vessel moored at the wharf than Captain Thompson and his three under officers left their posts of duty and joined their brethren. Following the arrival of the steamers Mauna Kea and the Kilauea, the shipping, fraternity and business men of Honolulu were brought face to face with the realization that a strike of no mean proportion was on, which appeared destined to prevent the movement of mails, passengers and cargo and supplies between Honolulu and all island ports.

Only Masters and Mates Involved.

Only masters and mates in the inter-island service are involved in the present strike, but that is generally conceded to be of such importance that the movement of all vessels will be delayed pending a settlement of the differences between the officers and the company.

The engineering staff has an agreement which has been in existence for some time regarding the payment of overtime. Inquiry at all the wharves and on board the several coasters now at the port this morning disclosed the fact that the seamen and members of the fire room engine crew and members

of the steward's staff were not concerned in the strike. All departments in the inter-island service were operating along the usual lines and the steamers lie at the wharves, being made ready for sea as if nothing out of the way had happened.

Sunday Work a Bone of Contention.

As briefly outlined by several well-known inter-island skippers this morning, the single object for skippers and mates in leaving their positions is the failure of the inter-island directors to accede to their demand for the payment of overtime for Sundays and holidays. It is pointed out that especially during the busy part of the sugar season, wireless messages are forwarded from the home office to the masters of coasting vessels and freighters that they call at certain plantation ports, and there take on sugar or discharge cargo on Sunday. The same rule has been enforced as regards the legal holidays.

The skippers now contend that while they are drawing a graduated monthly wage ranging from \$190 to \$168 a month, they are entitled to additional compensation when they and their navigation officers are obliged to work cargo on the days set aside for rest or recreation.

The mates to the number of several score are paid on a monthly schedule that ranges from \$100 to \$80 a month for first officers, while second mates are said to be drawing down at present about \$75 a month.

Monthly Scale satisfactory. The inter-island Steam Navigation Company has for some time past recognized a general classification of the standard of service for its officers. For instance, officers in the Mauna Kea, Kilauea, Mauna Loa, Claudine and Kinau are listed as in the first grade service.

The steamers Likelike, Helene, Maui, Hall and Mikahala are manned by those listed in the second grade, while the smaller vessels in the fleet, such as the Noeau, Nihau, Iwaleani, Kaula, Kalulani and Keahou are generally known along the waterfront as the third raters, and officers and men employed in these vessels, of course, are not drawing the same salaries as those in the larger steamers traversing the more important runs.

More Masters to Be Heard From. The Claudine, from Hawaii and Maui ports, is to arrive at an early hour tomorrow morning, and Captain Nelson is expected to follow the example of his fellow skippers in the walkout.

The little steamer Hall, with general cargo and passengers from Garden Island ports of call, is also due to arrive tomorrow morning with Captain Onass in command. These steamers carry two mates each, who are expected to join the strikers unless some settlement is effected before the close of the day.

The strike has evidently been under consideration by the masters and mates for some weeks. An important meeting of Honolulu Harbor No. 54 was called but a few days ago, and when the steamer Mauna Kea departed on her last voyage to Hilo, it was generally understood in local waterfront circles that a general demand for more money would be forthcoming from the masters and officers in the fleet of sixteen steamers.

U. S. Mails Will Go Out. "We shall send the Hawaii mail by the Wilhelmina when she sailed for Hawaii tomorrow or Thursday evening if the difficulties on the inter-island are not adjusted by tomorrow," said G. W. Carr, assistant superintendent of railway mail service this morning when questioned as to what means the postal authorities would take to send the Hilo mail.

"We have all the inter-island steamers under contract together with the Matson line, American-Hawaiian steamship company, and every other steamship line entering Honolulu. If the trouble on the Mauna Kea is not adjusted by tomorrow evening, we shall send the mail out by the Wilhelmina or by any other boat that happens to be going to Hawaii."

"We would take the mail there in a government launch if there was no other way, because the mail service must not be interrupted."

"I do not know what the nature of our contract with the inter-island people is but I don't think that they could be made to carry it out if they couldn't get any one to run their boats. But I don't think the matter is serious as there are other ships going to Hawaii all the time."

WILL DECORATE Y.M.C.A. INTERIOR

Two hundred and fifty dollars is going to be spent upon interior decorations of the Y. M. C. A. building by the Young Men's Christian Association next month in accordance with plans made by a committee of three of the directors, W. A. Love, R. A. Cooke and Robbins Anderson.

Copies of famous paintings are to be hung about the walls and reproductions of well-known masterpieces of statuary will be placed about the lobby in the wall spaces which are especially adapted for this.

Suggestions from leading art dealers throughout the country have been asked for and received and the statuary and paintings will come from the rooms of such firms as Braun and Company of New York and Caproni of Boston.

A permanent policy of adding to the beauty of the interior of the building by decorating will be adhered to and the members of the committee are confident that the new move will meet with favor from all sides.

SHIP—

TIE PILES BLAMED FOR MAN'S DEATH

HILO, August 5.—That the Hilo Railroad Company should remove the stack of ties piled on either side of the rails and situated between Hilo and Waiakea is the statement made by the coroner's jury that sat in connection with the death of Lam Yet, an aged Chinaman, who, according to the verdict, was hit by motor truck No. 1 shortly after midnight Saturday and instantly killed. This makes the third fatal accident on the company's tracks and the second in the vicinity where the ties are piled.

From the evidence placed before the jury on Sunday morning, it appears that the Chinaman must have been coming along the railroad track in the direction of Hilo. It was raining and he was stooping down and holding the umbrella in front of him. From the position in which the body was found it seems as though he had been walking along the edge of the ties and was struck by the body of the car.

The force of the blow, which landed right underneath the chin, tore the head from the body.

The story told by the conductor is that he brought the motor train as far as Moonbeau Park, where the single passenger on board was let down and then they returned toward the sheds at Waiakea again.

As they were running along between the ties he noticed a bundle lying alongside the track and he signalled to the driver to stop until they saw what it was. The car passed right by the bundle before it was finally pulled up. On arriving at the place, the conductor found the body of the man lying close to the rails.

The conductor states that the man was lying close to the rail and that the car had gone by without hitting it. The man was then dead about half an hour as far as they could make out. One of the most gruesome incidents in connection with the whole affair was that although the coroner's jury was called in the early hours of the morning and inspected the body and the surroundings, passengers by some of the earlier trains that passed by could still see the body lying in the hot sun, the face merely being covered with a bag. It was not until after nine o'clock that the body was removed.

The deceased was over sixty years of age and as far as can be ascertained had no family. None can be found, and the Chinaman who identified the body does not know of anyone.

The previous death in the vicinity was when a Hawaiian man was killed by a train bumping into a car of ties that he and some others was unloading. Some of the heavy timbers fell on him, crushing out his life. The railroad company in this instance paid \$2,500 to the children.

REAL ESTATE TRANSACTIONS.

Entered for Record August 5, 1912.

From 10:30 a. m. to 4:30 p. m.
Henry A. Nye et al to John Vivichaves D

Pedro A. Castano to Percy M. Pond C.M

Jose Fernandes to Percy M. Pond C.M

Manuel Salina to Percy M. Pond C.M

Frank Salina to Percy M. Pond C.M

Kipi Kaapuli to Charles A. Brown C.M

Chas. K. Notley and wf to James W. Bergstrom D

James W. Bergstrom and wf to Guardian Trust Co Ltd M

Est of W. C. Lunaillo by trs to W. W. Chamberlain Rel

W. W. Chamberlain and wf to Trs of Est of W. C. Lunaillo M

Kaplan Estate Ltd to Trs of Est of James Campbell AM

Juliette Taner to A. K. Strauch D

C. A. F. Davis to Enoch Johnson Rel

Mrs. Kalani N. Johnson to Hoa Inaina D

Maria K. Scott and hsb to Pioneer Bldg & Loan Assn of H. M

Mrs. Hoa Inaina to Pioneer Bldg & Loan Assn of H. M

City Mill Co Ltd to Donald F. Nicholson D

Officials of the inter-island Steam Navigation say that there is a strike clause in their contract and that they do not forfeit the contract by failing to deliver the mail upon the date stipulated but they are not paid upon the date that a clause in the contract is broken.

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A. N. CAMPBELL

(Continued from Page One.)

Mr. Wilson," he continued, "and the fact that the Democratic party is better organized than it has been since the advent of Mr. Bryan into the field. There are prominent men in San Francisco who predict a Democratic victory in November, and the same opinion is expressed by others direct from centers of political activity in the east. But others say that President Taft is 'still on the job,' and that, with the support of the great conservative mass of the population of the United States, he should be re-elected in November.

"Roosevelt, I think, introduces into the campaign the main element of uncertainty. His supporters are supposed to be Republicans and Democrats (political and personal admirers); but Roosevelt and Wilson are both Progressives, and as such are of similar faith on the greater questions now before the people. If Roosevelt continues in the fight, from which candidates will he draw the largest following? Should he withdraw at a later date, for which of the other candidates would a majority of his friends vote? These questions are now puzzling the public on the mainland.

"Roosevelt has shown, and is showing, considerably less strength than was expected. Of course there has not yet been an actual test among the masses, but more or less wholesale desertions of supposed Roosevelt leaders from the banner of the ex-President indicate, apparently, a lack of stability to his boom.

"Turning from that subject to the more interesting one of sugar, it seems to me that we have every reason to be pleased with the situation as it now appears. Yes, I was surprised that the House did not concur in the amendments proposed by the Senate, but presume that this course was influenced by the proximity of the election. The fact, however, that free sugar is not a Republican policy, coupled with the further fact that an attempt to incorporate the policy in the Democratic platform at Baltimore was defeated, convinces one that no matter how the election goes, the sugar question will be allowed to sleep for sometime to come. This seems to be the general opinion of all with whom I talked in San Francisco.

"Business in California is not bad for this season of the year, and does not seem to be affected particularly by the chaotic political situation there. Conditions at San Francisco are generally good, and California's bumper crop this year, valued at more than \$100,000,000, has lent a very enthusiastic aspect to the situation in the country. Money is easy. Around San Francisco real estate values have increased enormously during the year, due to the approach of the exposition period and the influx of eastern investors and speculators into the locality. Vast stretches of country on the Oakland side of the bay have been subdivided into building lots and command what a few years ago would have been considered exorbitant prices.

"It is plain that California is in for a world-beating tide of immigration. It has already started, and is constantly on the increase. Nothing, I think, could have proved a bigger advertisement for the State than the Panama Exposition, and Hawaii should realize in dollars and population immense benefit from the overflow."

SPRECKELS DEAL

(Continued from Page 1)

was void because, being longer than Mrs. Anna C. Spreckels' life, the trust provided that the trustees should transfer at her death to Rudolph and Claus A. Spreckels and Emma Ferris (formerly Watson) all of the property.

Valid in Hawaii.

"The Supreme Court of California held the trust valid, in being longer than Mrs. Spreckels' life."

"The trust would be valid in Hawaii anyway because there is no statute here with such a limitation, and trusts here are valid for lives in being and twenty-one years longer. This trust was only for a life and time enough to transfer it to Rudolph and Claus A. Spreckels and Mrs. Ferris. All three are giving their warranty deeds for the property just sold here."

"The Punahou house is in the fight but not the five-acre lot adjoining Oahu College."

NEW AUTUMN STYLES

We are now showing the new Autumn Styles, and among them the new "POOLE" SACK COAT. The "POOLE" model is one of the best styles ever presented. For the business man who has the desire for 'character clothes' the "POOLE" sack is, to our mind, a peerless article.



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NO LOCAL POSTAL BANK FOR YEAR,
ANTI-SALOON LEAGUE AGAINST SPECIAL LICENSE,
PUT CAMPAIGN ATTITUDE UP TO KUHIO.

Are titles of news items that appeared in this paper YESTERDAY—twenty-four hours ago—and were given to the public while they were news.